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E-M-F COMMERCIAL AUTO AND SUPPLY COMPANY, 1313 New York Ave. N.W. Phone M. 2174.

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Ford MILLER BROS. AUTO AND SUPPLY HOUSE, 1105-1107 14th St. N.W. Tel. N. 4175.

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Washington CARTER MOTOR CAR CORP., Hyattsville, Md. Telephone Hyattsville 61.

His Dangerous Case.
From the Los Angeles Times.

Dr. W. W. Keen, the Philadelphia surgeon, once at a dinner praised the result of animal research. "Animal research," he said, "has given us serum therapy and countless other blessings. Drugs in the healing art are getting further and further into the background. And this is just as well, too, for what the old German practice once said of himself used to be true of many a doctor."

"Tell me, sir, what was the most dangerous case you ever had?" a young physician asked this aged man.

"My medicine case," was the prompt reply.

AMONG THE MOTORISTES



BY HOWARD FISK.

MOTORISTES contemplating a tour of ten or fifteen days' duration will find the trip to Niagara Falls, N. Y., via Gettysburg, Williamsport, Elmira and Rochester, returning via Syracuse, Binghamton, and the Delaware Water Gap, one of scenic beauty, with several hundred miles of fine old roads. The trip is a most delightful one and full of interest, passing, as it does, through a large number of prominent towns and a visit to the famous Watkins Glen. The distance is approximately 1,100 miles, none of which even the inexperienced motorist need hesitate to attempt. The trip can be taken in easy stages, selecting some of the larger cities for night stops. Stops, however, can be made at a number of the smaller towns, where ample hotel accommodations can always be found. The route lies through the central portion of Pennsylvania, and is almost a direct line to Geneva, in the northern part of New York state. The finest roads of the run will be found in the Empire state, for which it is noted. Throughout the Keystone state the roads are of the very best, and the motorist will find he is well repaid by the gorgeous scenery which greets the eye at every turn. For many miles the road crosses and recrosses the Susquehanna river, and caution should be exercised at the numerous grade crossings, which are so numerous in this section. A feature of the run through New York state which the motorist will find of great assistance is the signposts, giving directions, mileage, danger points, etc., which have been erected by the automobile clubs of the various cities throughout the state. Garages are plentiful along the route, and gasoline and oil supplies can be obtained nearly every town. Motorists are advised to inquire the proper direction from town to town along the route.

The route from Washington is via the Tenleytown or Chevy Chase and Bradley line to Rockville, Gaithersburg, Clarksburg, Hyattsville, Frederick, Lovettown, Thurmont, Emmitsburg and Gettysburg, a distance of 250 miles. Here is located the greatest battlefield in the world, a visit to which should appeal to every American citizen. From Gettysburg the route continues to Harrisburg, Pa., which is marked with road signs the greater portion of the way. After crossing the Susquehanna river, the route follows the river to Williamsport. The scenery is attractive all the way, while the road is of the ordinary dirt variety, but will be found in good condition in dry weather. The distance from Harrisburg to Williamsport is about 94 miles. Some of the towns passed on route between these points are Dauphin, New Buffalo, Liverpool, Independence, Port Trevortown, Selins Grove, Shamokin Dam, Northumberland, Milton, McEwenville, Muncy, Mountoursville and Williamsport. The road lies through the valley between Williamsport and Elmira, crossing the railroad at numerous intervals. The road is narrow and in many places rough and rugged and will be found cool and refreshing. The towns between Williamsport and Elmira are small and void of any accommodations, except the town of Canton. The towns are followed in this order: Ralston, Canton, Troy, Columbia Cross Roads, Gillett, Southport and Elmira.

A good road extends through Horsehead, N. Y., and the town of Navaua or Montour Falls, where the falls loom into sight at the end of the street as the town is entered. The sight is inspiring and one seldom witnessed. The falls are unique in a way, the odd location at the end of one of the town's streets never failing to attract the attention of the visitor. After leaving this place a fine old road is traveled into the town of Watkins, where half a day can easily be spent in going through the famous Watkins Glen. Watkins is located at the southern extremity of Lake Seneca, the

road following the east banks of the lake for forty-two miles to Geneva, N. Y., which is found at the extreme northern part of the same lake. It is one of the prettiest lakes in New York state and abounds in what is known as the Seneca lake trout. From Geneva to Rochester the road takes a westerly course, passing over a well posted, oiled state road, through the towns of Canandaigua, where one gets a glimpse of Lake Canandaigua; Victor, Mendon, Pittsford and Rochester, a distance of 42 miles. The going is easy and advantage is generally taken of the fine stretches. This section of the state abounds in rich and fertile farmlands, which extend for miles and miles through the famous Genesee valley. Among the towns along the line are Churchville, Bergen, Bryan, Batavia, Penhook, Clarence, Williamsport and into Buffalo. About midway between Buffalo and Niagara Falls is the town of Tonawanda, which is one of the largest lumber centers of the United States. From this place a considerable amount of lumber is shipped to all points. A run of about ten miles brings the motorist to Niagara Falls, where the awe-inspiring cataracts of the Niagara river are among the most wonderful in the world.

The Horseshoe fall, the largest in the direct course of the river, is 3,000 feet wide, with a perpendicular drop of 134 feet. The American fall and Central fall are the largest of about 100 feet. The length of the Niagara river is but thirty miles from its source, which is the outlet of Lake Erie, until it discharges its waters into Lake Ontario. In this short distance the aggregate descent of the river is 334 feet, the greater part of which is confined to a distance of eight miles. Although the falls themselves present unsurpassed scenery, there are many other places of almost equal interest within the radius of a few miles. The Cave of Winds, the Burning Springs, the Whirlpool rapids, the steel arch bridges, the great cantilever bridge and the gorge of the Niagara river are each worthy of the trip to the boundary line between the United States and Canada. The return trip is made over the same route to Geneva, where the course is in an easterly direction through Seneca Falls to Cayuga lake, which is crossed by a ferry and leads over a fine oiled road through Auburn into Syracuse. Those preferring to cross the lake over the bridge can do so by motoring a few miles farther north. The motorist will find the main streets of the city of Syracuse the best lighted of any of the points visited en route.

In addition to finding more rich lands the section will be found to be well supplied with oil wells, for which the pleasure of the participants is noted. These are located between Syracuse and Binghamton. Some of the towns driven through include Homer and Cortland, which are towns of some proportions. For about twenty miles out from Binghamton the driving is good, until the New York state line is reached, when the road becomes of the dirt variety, and from which a magnificent view can be obtained from the top of the long steep hills. The road continues all the way to Scranton. Between Binghamton and Scranton the towns are Great Bend, New Milford and Clarks Summit. Leaving Scranton, a beautiful boulevard, on which toll is collected at one point, winds its way around the mountains, from which views of the surrounding country are unsurpassed. It is the highest point reached on the trip and is of easy grade. The distance is 50.4 miles between the two points. On the trip from Scranton to Delaware Water Gap are passed some of the principal summer resorts of the Keystone state. The towns and resorts en route are as follows: Moscow Station, Gouldsboro, Tobyhanna, Mount Pocono, Paradise, Ansonia, Stroudsburg and thence into Delaware Water Gap.

While the Delaware Water Gap is scarcely a village, it is a center of considerable importance from a touring standpoint and is visited annually by thousands of people. The Gap is formed by the Delaware river breaking through the Kittatinny range as it makes a sharp bend to the southeast. On either side rise the mountains to a height of 1,000 feet, forming a picture which must be seen to be appreciated.

On the crests of the mountains are magnificent summer hotels and the region abounds in beautiful waterfalls and gorges, with a splendid view of the surrounding country from the tops of the peaks of the hills. The distance from Scranton to Delaware Water Gap is 62.7 miles. Port land and Richmond are passed through before reaching Easton, a distance of 214 miles. The Delaware river is followed for a large portion of the way just before arriving at Easton.

Beyond Easton are the towns of Bethlehem, Allentown, Trexlerstown, Kutztown, Temple and Reading, which is reached over a good road the entire distance of 22 miles. The famous Lancaster Pike is taken at this point and followed to Columbia into York. From York a good road leads all the way into Baltimore. The towns of Loganville, Shrewsbury, Parkton, Cockeysville, Timonium and Towson being passed on the way south. The distance between York and Baltimore is 48.5 miles, from the latter point the Baltimore-Washington highway being taken to Washington, which is all ways to be found in splendid condition for motoring.

Members of a party of local motorists who recently returned from the trip to Niagara Falls spoke enthusiastically of the run, which was enjoyed from start to finish. The trip was made in ten days, stops being made at all points of interest, and the pleasure of the participants was marred by the fact that the party was only one puncture causing delay while on the road.

The towns and distances for the round trip are as follows:

Start.	Point to point.	Total.
Washington to Frederick.	41.5	41.5
Frederick to Rockville.	38.5	80.0
Rockville to Gaithersburg.	40.0	120.0
Gaithersburg to Clarksburg.	41.1	161.1
Clarksburg to Hyattsville.	75.0	236.1
Hyattsville to Frederick.	21.0	257.1
Frederick to Lovettown.	32.0	289.1
Lovettown to Thurmont.	42.5	331.6
Thurmont to Emmitsburg.	20.0	351.6
Emmitsburg to Gettysburg.	21.0	372.6
Gettysburg to Harrisburg.	21.0	393.6
Harrisburg to Williamsport.	21.0	414.6
Williamsport to Elmira.	21.0	435.6
Elmira to Rochester.	21.0	456.6
Rochester to Buffalo.	21.0	477.6
Buffalo to Tonawanda.	21.0	498.6
Tonawanda to Niagara Falls.	21.0	519.6
Niagara Falls to Buffalo.	21.0	540.6
Buffalo to Tonawanda.	21.0	561.6
Tonawanda to Niagara Falls.	21.0	582.6
Niagara Falls to Buffalo.	21.0	603.6
Buffalo to Tonawanda.	21.0	624.6
Tonawanda to Niagara Falls.	21.0	645.6
Niagara Falls to Buffalo.	21.0	666.6
Buffalo to Tonawanda.	21.0	687.6
Tonawanda to Niagara Falls.	21.0	708.6
Niagara Falls to Buffalo.	21.0	729.6
Buffalo to Tonawanda.	21.0	750.6
Tonawanda to Niagara Falls.	21.0	771.6
Niagara Falls to Buffalo.	21.0	792.6
Buffalo to Tonawanda.	21.0	813.6
Tonawanda to Niagara Falls.	21.0	834.6
Niagara Falls to Buffalo.	21.0	855.6
Buffalo to Tonawanda.	21.0	876.6
Tonawanda to Niagara Falls.	21.0	897.6
Niagara Falls to Buffalo.	21.0	918.6
Buffalo to Tonawanda.	21.0	939.6
Tonawanda to Niagara Falls.	21.0	960.6
Niagara Falls to Buffalo.	21.0	981.6
Buffalo to Tonawanda.	21.0	1,002.6
Tonawanda to Niagara Falls.	21.0	1,023.6
Niagara Falls to Buffalo.	21.0	1,044.6
Buffalo to Tonawanda.	21.0	1,065.6
Tonawanda to Niagara Falls.	21.0	1,086.6
Niagara Falls to Buffalo.	21.0	1,107.6
Buffalo to Tonawanda.	21.0	1,128.6
Tonawanda to Niagara Falls.	21.0	1,149.6
Niagara Falls to Buffalo.	21.0	1,170.6
Buffalo to Tonawanda.	21.0	1,191.6
Tonawanda to Niagara Falls.	21.0	1,212.6
Niagara Falls to Buffalo.	21.0	1,233.6
Buffalo to Tonawanda.	21.0	1,254.6
Tonawanda to Niagara Falls.	21.0	1,275.6
Niagara Falls to Buffalo.	21.0	1,296.6
Buffalo to Tonawanda.	21.0	1,317.6
Tonawanda to Niagara Falls.	21.0	1,338.6
Niagara Falls to Buffalo.	21.0	1,359.6
Buffalo to Tonawanda.	21.0	1,380.6
Tonawanda to Niagara Falls.	21.0	1,401.6
Niagara Falls to Buffalo.	21.0	1,422.6
Buffalo to Tonawanda.	21.0	1,443.6
Tonawanda to Niagara Falls.	21.0	1,464.6
Niagara Falls to Buffalo.	21.0	1,485.6
Buffalo to Tonawanda.	21.0	1,506.6
Tonawanda to Niagara Falls.	21.0	1,527.6
Niagara Falls to Buffalo.	21.0	1,548.6
Buffalo to Tonawanda.	21.0	1,569.6
Tonawanda to Niagara Falls.	21.0	1,590.6
Niagara Falls to Buffalo.	21.0	1,611.6
Buffalo to Tonawanda.	21.0	1,632.6
Tonawanda to Niagara Falls.	21.0	1,653.6
Niagara Falls to Buffalo.	21.0	1,674.6
Buffalo to Tonawanda.	21.0	1,695.6
Tonawanda to Niagara Falls.	21.0	1,716.6
Niagara Falls to Buffalo.	21.0	1,737.6
Buffalo to Tonawanda.	21.0	1,758.6
Tonawanda to Niagara Falls.	21.0	1,779.6
Niagara Falls to Buffalo.	21.0	1,800.6
Buffalo to Tonawanda.	21.0	1,821.6
Tonawanda to Niagara Falls.	21.0	1,842.6
Niagara Falls to Buffalo.	21.0	1,863.6
Buffalo to Tonawanda.	21.0	1,884.6
Tonawanda to Niagara Falls.	21.0	1,905.6
Niagara Falls to Buffalo.	21.0	1,926.6
Buffalo to Tonawanda.	21.0	1,947.6
Tonawanda to Niagara Falls.	21.0	1,968.6
Niagara Falls to Buffalo.	21.0	1,989.6
Buffalo to Tonawanda.	21.0	2,010.6
Tonawanda to Niagara Falls.	21.0	2,031.6
Niagara Falls to Buffalo.	21.0	2,052.6
Buffalo to Tonawanda.	21.0	2,073.6
Tonawanda to Niagara Falls.	21.0	2,094.6
Niagara Falls to Buffalo.	21.0	2,115.6
Buffalo to Tonawanda.	21.0	2,136.6
Tonawanda to Niagara Falls.	21.0	2,157.6
Niagara Falls to Buffalo.	21.0	2,178.6
Buffalo to Tonawanda.	21.0	2,199.6
Tonawanda to Niagara Falls.	21.0	2,220.6
Niagara Falls to Buffalo.	21.0	2,241.6
Buffalo to Tonawanda.	21.0	2,262.6
Tonawanda to Niagara Falls.	21.0	2,283.6
Niagara Falls to Buffalo.	21.0	2,304.6
Buffalo to Tonawanda.	21.0	2,325.6
Tonawanda to Niagara Falls.	21.0	2,346.6
Niagara Falls to Buffalo.	21.0	2,367.6
Buffalo to Tonawanda.	21.0	2,388.6
Tonawanda to Niagara Falls.	21.0	2,409.6
Niagara Falls to Buffalo.	21.0	2,430.6
Buffalo to Tonawanda.	21.0	2,451.6
Tonawanda to Niagara Falls.	21.0	2,472.6
Niagara Falls to Buffalo.	21.0	2,493.6
Buffalo to Tonawanda.	21.0	2,514.6
Tonawanda to Niagara Falls.	21.0	2,535.6
Niagara Falls to Buffalo.	21.0	2,556.6
Buffalo to Tonawanda.	21.0	2,577.6
Tonawanda to Niagara Falls.	21.0	2,598.6
Niagara Falls to Buffalo.	21.0	2,619.6
Buffalo to Tonawanda.	21.0	2,640.6
Tonawanda to Niagara Falls.	21.0	2,661.6
Niagara Falls to Buffalo.	21.0	2,682.6
Buffalo to Tonawanda.	21.0	2,703.6
Tonawanda to Niagara Falls.	21.0	2,724.6
Niagara Falls to Buffalo.	21.0	2,745.6
Buffalo to Tonawanda.	21.0	2,766.6
Tonawanda to Niagara Falls.	21.0	2,787.6
Niagara Falls to Buffalo.	21.0	2,808.6
Buffalo to Tonawanda.	21.0	2,829.6
Tonawanda to Niagara Falls.	21.0	2,850.6
Niagara Falls to Buffalo.	21.0	2,871.6
Buffalo to Tonawanda.	21.0	2,892.6
Tonawanda to Niagara Falls.	21.0	2,913.6
Niagara Falls to Buffalo.	21.0	2,934.6
Buffalo to Tonawanda.	21.0	2,955.6
Tonawanda to Niagara Falls.	21.0	2,976.6
Niagara Falls to Buffalo.	21.0	2,997.6
Buffalo to Tonawanda.	21.0	3,018.6
Tonawanda to Niagara Falls.	21.0	3,039.6
Niagara Falls to Buffalo.	21.0	3,060.6
Buffalo to Tonawanda.	21.0	3,081.6
Tonawanda to Niagara Falls.	21.0	3,102.6
Niagara Falls to Buffalo.	21.0	3,123.6
Buffalo to Tonawanda.	21.0	3,144.6
Tonawanda to Niagara Falls.	21.0	3,165.6
Niagara Falls to Buffalo.	21.0	3,186.6
Buffalo to Tonawanda.	21.0	3,207.6
Tonawanda to Niagara Falls.	21.0	3,228.6
Niagara Falls to Buffalo.	21.0	3,249.6
Buffalo to Tonawanda.	21.0	3,270.6
Tonawanda to Niagara Falls.	21.0	3,291.6